

Senator KIRK talked about the need to expand charter school opportunities. I am for it. I cosponsored the bill. But just because there has been a private alternative that works, let's also face the reality that we are not going to put every child in America in a charter school. We might ought to, but we are not. And unless we want to say up front that everybody who is not in a charter school is going to suffer and they are not going to have the educational foundation kids over here have, then we better do both at the same time—provide that new avenue of education, which is an expansion of charter school opportunities; challenge the private sector, like KIPP stepped up; and design a school that works and at the same time look at the public side of it and say: What do we need to do as a country?

I would suggest, when we honestly look at that and we focus on outcome versus input, what we will find is we have to empower more of the local community. We have to challenge business leaders in that community to hold the school system accountable. We have to challenge parents to actually look at the performance of their children and to hold those principals and administrators and teachers accountable for the performance of their kids. We have to make sure a community sees the success of education as the ability for that community to grow in the future.

When you go into a community, the worst thing you can hear, as a Member of Congress, is that when the kids graduate from high school, they never return. They never return because the business opportunities aren't there. Usually that is rooted in the fact that K-12 in that community doesn't work because wherever you have an educated workforce, you have a company looking to make investments.

I have heard my colleagues say that North Carolina has unfair advantages in economic development; that we have 58 community colleges, and that gives us something to sell that everybody else doesn't have; that we have the mountains and the beach, and that is not something everybody has. It is all a good thing to sell, but let me tell you what North Carolina really has. Let me tell you why companies around the world are investing in North Carolina. It is because we produce the second largest pool of graduates of higher education annually than any State in the country other than California. When a company invests \$1 billion in North Carolina, they know every year they can reach into the graduate pool and have a shot at getting the cream of the crop of those students. Why would it be any different for a company looking at locating in any community? If they look at a community that has a pitiful performance in K-12, why would they ever think of making the investment there? They will make the investment where the future workforce is available. If they believe the kids graduate

and leave and never come back, they will look for where those kids moved to and make their investment there.

If we want to keep communities alive, whether they are in Ohio or North Carolina, we have to find a way to make K-12 a success in every community, big and small, urban and rural, and it starts by legislation that empowers those local school systems and, more importantly, shifts accountability from Washington and puts it back into the community, makes it the responsibility of the officials, the business leaders, and, most important, the parents.

Mr. President, I thank the Chair for accommodating me this morning. I noticed the other speaker didn't come in, so I am thrilled I was given the extra time.

I urge my colleagues over the months to come to pay attention to the K-12 reauthorization. There are many proposals out there. Not all will work, and we are not assured any are certain to succeed. But if you look for guidance, talk to the people who are closest to the problem. What they are screaming for today is the flexibility to put the money where it can have the greatest effect on the outcome of education, and that is this legislation.

I thank the Chair. I yield the floor, and I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mrs. BOXER. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mrs. BOXER. Mr. President, I ask unanimous consent to speak as in morning business for up to 20 minutes.

The PRESIDING OFFICER. Without objection, it is so ordered.

LEGISLATION ON HOLD

Mrs. BOXER. Mr. President, I come to the floor frustrated, angry, and disturbed that our Republican colleagues are holding up three crucial bills. And America needs to hear this. They are stopping us from completing our work on our emergency FEMA bill, which contains the monies needed throughout this country to rebuild and repair storm damage, a lot of it infrastructure—sewer plants, waterplants, roads, bridges, and highways.

We see pictures of what is happening in places such as Vermont, where, as Senator LEAHY told us yesterday, a woman he talked to has to drive 1-hour-plus for her chemotherapy because the road is gone, and it used to take her 5 minutes. We need to fix that road. We need to fix the roads, the bridges, the highways, the sewer systems, the water systems, the schools that get harmed in these natural disasters, and the Republicans are holding up the bill to let us do that.

We have holds—more than one—on the highway bill, known as the Trans-

portation bill, and the FAA, our Nation's aviation bill. And here is the real shocker: The FAA and the Transportation bill, which have been merged into one bill, have come over from the House of Representatives, and the House relented on the numbers. They are at current levels of spending. They are clean extensions, which we wanted, but the Republicans over here will not let us get to those bills.

Tomorrow, the FAA authorization to fix up the airports, rebuild the airports, expires. So there will be no fee as of tomorrow, and we have to stop, midstream, our airport improvements that are going on. It is called the airport improvement fund. They already shut that down once. I went around my State and saw safety projects stopped midstream. Now they are doing it again right over here—the Republicans right over here—holding up the FAA bill again. It means 70,000 jobs lost on Friday night.

They are holding up the highway bill, the Transportation bill, which—I am so proud—in our committee, we got the extension. Everybody agreed to it, Republicans and Democrats, in the committee. Republicans are holding it up now on this floor. It is a clean extension. It is 1.8 million jobs, everybody. There are 1.8 million jobs relying on that extension. It has come over here from the House. Take it up and pass it. Oh, no. Oh, no. There they go again, stopping progress in this country.

I will tell you why I am so particularly frustrated. It has to do with the rebuilding that is going on and that has gone on in Iraq and Afghanistan with American dollars. Not one Republican ever objected. Let me show you the pictures. Let me show you the pictures.

This is a picture of a new water treatment plant that has been built in Nassiriya, Iraq, at a cost of 277 million American dollars. Not one Republican said: Stop this. Not one Republican said: Pay for it by cutting some other program. What is going on?

Let me show you the picture of a water treatment plant near the border of Mexico in my State of California. It is old. I visited this treatment plant. It got hurt in an earthquake, and FEMA—the bill they are holding up—will pay to finish this water treatment plant, which has to be fixed before another earthquake hits us. And we know that is what is happening.

So they were fine with building a water treatment plant in Iraq—not a complaint, not a murmur, not a word, not an amendment—but we have to fix our water treatment plants here with the FEMA bill, and they are holding up the bill, and everybody knows that because we could have taken care of that yesterday. So that is an example.

Here is another example. This is a picture of road construction in—and I want to say this right—Kapisa Province, Afghanistan. Everyone is very proud that America has built a road there. We have spent a lot of tax dollars in Afghanistan and Iraq. I am

happy for the people there that they have a road, and, God, we pray that nobody blows it up. But I have to tell you, if you are going to build roads in Afghanistan, you had better build roads here in America or the American people are going to rise up and say: Who are you fighting for?

I have never heard one Republican say: Oh, they are building a road in Afghanistan. That is an earmark. That is an earmark. Let's stop it. That is a problem. Let's stop it. We are spending X number of dollars. Let's cut another program. Never a word. But now we have our highway bill right now coming over from the House. They changed their mind over there. They did not cut it. It is current levels of funding. It is a good bill. It will last for 6 months' funding. It will preserve 1.8 million jobs. And the Republicans are holding it up right now.

Why do you think this Chamber is empty? Why do you think I am here letting off steam? Because we are not voting. Let us vote. If you don't like the highway bill, vote against it. If you don't like it, that is fine, vote against it. Let us vote. Ninety people will vote for it, probably. Let us vote.

So here you have a picture of the excitement around a new road. Let's take a look at another picture of a road in my home State.

In January and February of 2010, California was hit by terrible winter storms and flooding and mudslides. This picture shows a road that was blocked after these storms. These storms hit us in many counties: Imperial, Los Angeles, Riverside, Calaveras, San Bernardino, Siskiyou—all of these counties declared emergencies. They are all waiting for the funds to rebuild a road that looks like this. It is impassable, shutting people down—a lot like the roads in Vermont now and other places.

They are holding up the FEMA bill, they are holding up the highway bill, they are holding up the Federal Aviation bill, and it is wrong. I have never heard them say: Strike that road we are building in Afghanistan; it is an earmark. But they are holding up, they are holding up the three bills we need to do.

So now I am going to show you another program. This is a brandnew air traffic control tower being built in Mosul, Iraq, at a cost of \$10 million. You can see it is almost ready. The scaffolding is on it. It has been built. I never heard one Republican say: Oh, wait a minute, let's strike some other money somewhere else to pay for this air traffic control tower. I never heard one Republican object to building this air traffic control tower in Iraq—not a word—but when it comes to our air traffic control towers, you hear plenty.

They stopped us from moving ahead with the FAA reauthorization before we left for the summer break. It resulted in 70,000 people being laid off. And here is one of my towers in Palm Springs, stopped in the middle, shut

down in the middle. The workers had to leave. They lost money, the contractor did. The workers—some of them went off to other jobs, and they had to hire new workers. I stood in front of this tower. I stood in front of the tower in Oakland. I went to Los Angeles and saw the work stoppages that occurred on the new Tom Bradley terminal because the Republicans shut us down.

Now, today, we come back. We all think we have a new attitude around this place, but we are shut down again. And we have 24 hours to get this FAA bill done or 70,000 workers will be out again. And we have until September 30 to pass the Transportation bill or 1.8 million workers will be out of work.

Now, we have heard complaints from the other side as to why they are holding it up, so let me give you some of that argument.

One of our Senators from Oklahoma, Senator COBURN, says he wants to hold up the Transportation bill, which includes Transportation and FAA, because he doesn't like one part of the program. Two percent of the funds go to things he doesn't like. Well, he has every right to that opinion and every right to work with us on an amendment and get it done, but he is holding it up. We could have had that amendment yesterday.

He doesn't like the transportation enhancements program. For the record, there are a number of things in that portion—which is a relatively small amount of the bill, 2 percent of the bill—and we are reforming that section next year when we get to the new bill, but he is holding it up. Now, he is wrong to hold it up because of what I told you. He is putting at risk all of these safety improvements at our airports, he is putting at risk 1.8 million jobs on the Transportation bill, and he is putting at risk 70,000 jobs at FAA because he doesn't like this program.

He also misled people. He said we spend 10 percent of our transportation money on this transportation enhancements program. We do not. We spend 2 percent. Ten percent is not 2 percent.

He went on to say that safety should be a top priority. And we agree. But he doesn't understand what the transportation enhancements program is. It is about safety. It is about safety. The transportation enhancements program is mainly about saving lives by preventing bicycle-and-pedestrian fatalities. That is what it does. It says to the States: We have a pot of money here. If you want it, you need to make sure you make safety improvements for pedestrians and bicyclists.

Pedestrians and bicyclists account for 13 percent of traffic fatalities nationwide, with more than 47,000 pedestrians killed in the 9-year period 2000 to 2009. That is the equivalent of a jumbo jet crashing every month. So the safety enhancements supported by the program Senator COBURN wants to eliminate are needed to prevent these deaths.

Bike paths and pedestrian walkways are important. Fifty percent of trips are 3 miles or less, 12 percent of all trips are made by bicycling and walking, and bicycle commuting has increased by more than 40 percent between 2000 and 2008.

So why on Earth does he want to hold up this critical bill and the FAA bill—because they are married together—to say he is for safety when he wants to eliminate this whole program, which is dedicated to safety for our pedestrians and our bicyclists, 47,000 of whom perished because we don't have these safety enhancements in place? All Americans benefit from the program he wants to eliminate.

We strengthen local economies, we improve the quality of life, we protect the environment, and he is willing still—because that is what he is doing by holding this up—to risk shutting down our Nation's entire surface transportation system as well as critical FAA programs and more than 1 million jobs because he doesn't like this program.

Well, do you know something, every one of us here has a pretty big ego. You get here and, yeah, it is important. Set it aside. You don't like something? Offer an amendment. Don't hold up all of these bills. It is wrong because if we do what they did—shut down the FAA—it makes a rough economy rougher, and it stalls us from doing the work we have to do. No one stalled the airport improvements in Iraq. No one stalled over there, on the Republican side, the road improvements in Iraq. No one stopped improvements in Afghanistan. No one stopped water system improvements in the war zones. But somehow, when it comes to America, well, we had better cut this and cut that and offset this and offset that.

We have a budget. We are going to live by it. We have an emergency. If we look at the explanation in Webster's dictionary of an emergency—here it is, an emergency:

No. 1, an unforeseen combination of circumstances or the resulting state that calls for immediate action

Webster's dictionary has it right. This ought to be put on the desk of every one of my Republican colleagues. Another definition:

No. 2, an urgent need for assistance or relief.

When there is an emergency, one steps to the plate and solves the problem. Just ask Senator LANDRIEU, who has been leading the battle on this FEMA bill. We cannot tell people out there that they only have 30 days' of funding because they have to enter into a contract. It may take 3 or 4 months to rebuild a bridge. It may take 6 or 7 months to rebuild a water treatment system. But that is the way they approach it over there—when it comes to America.

When it comes to funding wars and rebuilding the war zones, I don't hear a peep out of them, not a peep. I say it is time for America. We have a choice.

We can stand up for America right now, today. We can pass these three bills.

The FEMA bill gives our Governors and our people in the States the assurances that FEMA will team up with them and do what it takes to rebuild after these horrifying emergencies—which, by the way, are becoming more and more frequent because of climate change. But that is another matter for another day. That is another battle for another day.

Unfortunately, in this body science takes a back seat to politics and the special interests that want to say: Oh, climate change; no big deal. We need to protect our turf. That is what they say. And we have done nothing.

The President has done what he can, and bless him for it—fuel economy, all these things. But it gets worse and worse. We have done nothing. I have four grandkids, and I am so hoping in the rest of the time I have to be in this body and on this Earth that I can get us moving on this climate change. But, oh, no. So I guess we sit back while we see more and more extreme weather emergencies, while we see extreme weather emergencies.

If the other side doesn't want to do anything about the cause of it, fine. That is their choice. They have to live with themselves. They can at least help us adapt to these problems, and that means paying to fix our roads, bridges, highways, our water systems, our sewer systems, all these things that get exposed to these weather emergencies.

Do you know 70 percent of our bridges are deficient? I thank my ranking member on the Environment and Public Works Committee, Senator INHOFE. He and I don't see eye to eye on the environment. That is an understatement. But when it comes to the infrastructure, we agree. He talks about the tragic death of a young woman who was walking and a bridge literally fell apart. It fell and killed her.

This is America. Seventy percent of our bridges are deficient, and we have colleagues holding up this bill? I say shame on them. Shame on them for doing that. It is outrageous. We finally got the House to come to us, to come to our number to freeze spending. I thank them for that. They came to their senses. They realized we need to build our highways. We need to maintain our airports. They sent us a bill that is good.

On FEMA, they are not so good. On FEMA, they are doing a bad thing over there. They are trying to cut programs that create jobs to pay for these emergencies. That is a whole other deal. But today we have a bill for FEMA that would do the job.

I said in my last talk about FEMA and the emergencies that we face: If your neighbor's house is on fire, don't waste time and fight about the cost of the garden hose. You will get that later. Your garden hose helps them,

and you feel they are a part owner. You can discuss it later. Get out the garden hose, put out the fire, and everybody is going to be OK.

Playing games with these things is not right. It is beneath the dignity of the people of America who think we are a bunch—let me rephrase that—who do not rate us very highly. That is an understatement too. How much lower can you go than 13 percent?

I would say this: If we cannot do these bills we do not deserve to be 13 percent popular. We do not. We have certain basic responsibilities, and I am sick and tired of paying for roads and bridges and embassies and buildings and everything else in Iraq and Afghanistan. We have given those people our finest. They have bled, they are still bleeding, and they have to take responsibility for their own nation. We have to take responsibility now for our Nation.

Time is short. If the Senate does not pass that highway bill, 1.8 million highway and transit jobs are at risk. If the Senate does not pass the FAA bill by tomorrow, 70,000 jobs are at stake.

We saw what happened. I visited the airports. It was tragic to see people saying: I had no job—because these are all private sector jobs mostly. There are some government jobs. For example, the FAA inspectors—some of whom paid on their own dime to fly across the country and inspect some of the projects. God bless them, and we better pay them for what we did.

My understanding is this bill does not do that, but Congressman MICA claims he is going to take care of that. But we are about to do it again over here if Republicans do not come to their senses.

In summing up, this is a day for us to make a clear point that America has to start taking care of its people. We all read the papers. We know what is happening to the middle class. We know what is happening to the poor. We know what is happening to our roads. We know what is happening to our bridges. We know our airport system is from the last century. We have to have NextGen. We need to move to a GPS system, away from a radar system. They say: No, no, no.

The message has to go out to the American people. They blame everybody, and I don't blame them. But right now it is clear: The Democrats in the Senate want to pass three bills right now. They are all very important. One of them is the emergency FEMA bill to pay for these terrible disasters that have been hitting us. Those are emergencies, and we need to go ahead and respond.

No. 2, a highway bill to fix our deficient bridges, to fix our highways and our roads that are 50 percent deficient. In other words, half of them are not up to standard. We are living off our grandparents' investments at this point. We have to invest in our infrastructure and all the jobs that come with it.

So we have those three bills. FAA and highway have been merged, and then we have the FEMA bill. We are sitting around not voting. Everybody, look at this Chamber. No one is here. No voting is taking place because we are the subject of a filibuster, which means a big stall.

Again, I ask my friends on the other side: Where was your outrage when we were building roads and highways and bridges and airports in Iraq and Afghanistan?

Where was your outrage about the money?

Where was your outrage about cutting something else to pay for that?

Where was your outrage?

I tell you I never saw it. I never felt it. I never heard it. It is, in a way, humiliating for the American people that somehow they are just not as important.

I am here to tell them they are important. Their jobs are important. Their work is important. America, as an economic leader, is important. So I will be back on the floor to debate any one of my colleagues on the other side who disagree with anything I said—and that is fine.

They may disagree. They may defend why they allowed projects to go through abroad but not here. They may say why they want to cut safety programs from the highway bill that will save lives. By the way, that transportation enhancements program they want to do away with was a bipartisan idea that came from Republican John Chafee and Democrat Daniel Patrick Moynihan in 1991. That sounds like 20 years to me. Twenty years we have had that program.

Can we look at it? Can we reform it? Can we make it work better? Of course. But don't just stand here.

By the way, one of our Republican friends said just cut it, and we do not even need a vote. Just take it without a vote.

No. If we are going to vote on that, we are going to fight about it and have a vote. But let's have a vote. Every minute this Chamber sits idle, let me tell you what happens outside in the real world. This is the fake world out there. In the real world people are calling one another: What are they doing over there? We have a chance to get these bills done fast. What are they doing?

Finally, we get a bill that comes over from the House that is bipartisan that is a freeze, that has everything intact, that sends a message we can move forward with FAA for 4 months, 6 months on the highway bill, and we cannot get it done.

I urge my Republican friends to change their minds and change their tune and stand up for America. Let's get on with the business of taking care of this country: its highways, its bridges, its roads, its airports, its emergencies. If they do that maybe we will see the American people have a little more faith in us because right now

they have lost faith. And I don't blame them one bit.

Mr. President, I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. BROWN of Ohio. I ask unanimous consent that the order for the quorum call be rescinded and to speak as if in morning business for up to 10 minutes.

The PRESIDING OFFICER. Without objection, it is so ordered.

ECONOMIC DEVELOPMENT

Mr. BROWN of Ohio. I was listening to the Senator from California describe how the American taxpayers pay for all kinds of public facilities from utilities to schools to water systems to energy production in other countries around the world, and according to Senator BOXER there is never objection to that from the other side of the aisle. But when the President of the United States wants to do that same kind of construction in the United States of America, there seems to be objection. I was taken by that, one, because it is true; second, because it is pretty unbelievable that when the President decides that working with the Congress—causing the Congress to pass legislation so we can build schools and renovate schools in Michigan or California or Cleveland or Toledo—that some conservative Members of Congress in both Houses say, well, we can't do that even though we want to pay for it by closing the Wall Street tax loopholes, by taking away oil company subsidies, by closing the tax incentives that are in Federal law now that encourage companies to leave Hamtramck or leave Youngstown and go to Wuhan or Shanghai.

I was on a conference call yesterday with some school principals in Ohio, a principal from Zanesville, a moderate-sized community in eastern Ohio, who had been a principal in a nearby rural school district some years before, who was talking to me about how important school renovation is. The average school building in the United States is 40 years old. We would put so much effort in infrastructure in the 1940s, 1950s, 1960s, and 1970s, from Dwight Eisenhower with the interstate system to school superintendents and local taxpayers building schools and new water and sewer systems—including all the infrastructure we built in this country after World War II—in a bipartisan way to help our country grow. We put people to work doing the construction. We put people to work doing the manufacturing for materials used in the construction, and putting people to work because we built this infrastructure that the Kroger Company in Cincinnati needs to move its produce and other things for their stores all over the Midwest. It is the kind of infrastructure rebuilding that helps us with economic development.

The President was in Columbus 2 days ago talking at Fort Hayes High School about school construction and how important that is. I was talking to the school principal, who used to work in Maineville, and he told me how several years ago his school building was old and decrepit and needed fixing. He also said the test scores were not very good for these students. He said after they built a new school building and put these students in a place that they could learn better, it sent a message to these students that, yes, we care about education. He said the test scores went up markedly. I said, because of the new building? He said, yes. Uncategorically, he said yes.

We tell our young people in this country that education is most important, and then we send them to schools that don't look good. I wonder what students think when we put this premium on education, but then we don't act on it. He and the other principals talked about leaking roofs and mold on the walls. They talked about dark and dank hallways in auditoriums. They talked about the lack of technology.

What the President is trying to do—and what Senator BOXER was talking about, more with aviation and highways, but schools also—when he talks about investing in school renovation, one, it means jobs immediately for carpenters and electricians and plumbers and laborers and all kinds of people. It also means jobs immediately for the people producing the steel, the manufacturers, the cement, and the insulation. The biggest insulation plant in the United States of America is in Newark, OH. It creates jobs right now but it also means better schools for our kids, and it means long-range economic growth, long-range prosperity, and a better environment for us as a country.

What troubles me so much, as Senator BOXER said, is we are putting money into schools and water facilities in Iraq and Afghanistan—and I am okay with that if it serves our national interest. I am not okay when there are no objections to that from conservative politicians, but they object to doing that at home with schools in Chillicothe and Mansfield and Springfield and Lima and Youngstown and Akron.

It is so important to move forward on the school construction and jobs bill. Mr. President, \$1 billion in investment in school construction and renovation creates about 10,000 jobs. Those 10,000 jobs are mostly middle-class jobs in manufacturing and the trades actually doing the construction and the building. It makes so much sense, and I am hopeful as the President goes around the country explaining it—he was in Columbus 2 days ago—that my colleagues on the other side of the aisle decide, yes, maybe we ought to actually focus on jobs and do the right thing.

I yield the floor and suggest the absence of a quorum.

The Presiding Officer (Mr. LEVIN). The clerk will call the roll.

Mr. REID. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Morning business is closed.

APPROVING THE RENEWAL OF IMPORT RESTRICTIONS CONTAINED IN THE BURMESE FREEDOM AND DEMOCRACY ACT OF 2003

The PRESIDING OFFICER. Under the previous order, the Senate will resume consideration of H.J. Res. 66, which the clerk will report.

The legislative clerk read as follows:

A joint resolution (H.J. Res. 66) approving the renewal of import restrictions contained in the Burmese Freedom and Democracy Act of 2003.

Pending:

Reid amendment No. 602, to provide additional appropriations for disaster relief in fiscal years 2011 and 2012.

Reid amendment No. 603 (to amendment No. 602), to change the enactment date.

Reid amendment No. 604 (to amendment No. 603), of a perfecting nature.

Reid amendment No. 605 (to the language proposed to be stricken by amendment No. 602), of a perfecting nature.

Reid amendment No. 606 (to amendment No. 605), of a perfecting nature.

Reid motion to commit the joint resolution to the Committee on Finance with instructions, Reid amendment No. 607, to change the enactment date.

Reid amendment No. 608 (to (the instructions) amendment No. 607), of a perfecting nature.

Reid amendment No. 609 (to amendment No. 608), of a perfecting nature.

The PRESIDING OFFICER. The majority leader.

Mr. REID. Mr. President, I ask unanimous consent that the motion to commit and the pending amendments, with the exception of the Reid substitute amendment No. 602, be withdrawn, and the following amendments be the only amendments in order to the Reid substitute amendment No. 602: Coburn amendment No. 610 and Paul amendment No. 613; that the time until 4 p.m. be equally divided and controlled between the two leaders or their designees—and this will be for debate on the amendments and the joint resolution—with 30 minutes for Senator COBURN and 15 minutes for Senator PAUL—and this 15 minutes will come from the Republican leader's time—and at 4 p.m. the Senate proceed to vote on the amendments in the following order: Coburn amendment No. 610, Paul amendment No. 613, and, finally, the Reid substitute amendment No. 602, as amended, if amended; that there be no amendments, points of order, or motions in order prior to the votes other than budget points of order and the applicable motions to waive; that the amendments not be subject to division;